

**POTENTIAL HST ALTERNATIVE IMPACTS ON
AGRICULTURAL LANDS**

APPENDIX 3.8-A**POTENTIAL HST ALTERNATIVE IMPACTS ON
AGRICULTURAL LANDS**

This appendix describes the potential impacts of the High-Speed Train (HST) Alternative on agricultural lands by region.

BAY AREA TO MERCED REGION

Table 3.8-A-1
Potential HST Alternative Farmland Impact, Bay Area to Merced

Segment	Alignment	Prime Farmland (acres)	Unique Farmland (acres)	Statewide Importance (acres)	Local Importance (acres)	Total Farmland (acres)
San Francisco to San Jose	Caltrain	0	0	0	0	0
Oakland to San Jose	Hayward/I-880	0	0	0	0	0
	Hayward/ Niles/ Mulford	0	0	0	0	0
San Jose to Merced	Diablo Range Direct SR-130 Alignment	244	46	248	11	549
	Diablo Range Direct Minimum Tunnel Alignment	243	50	248	12	553
	Diablo Range Direct Increased Tunnel Alignment	241	50	248	12	551
	Caltrain/Gilroy Inner Pacheco Pass	291	175	208	69	743
	Caltrain/Gilroy Outer Pacheco Pass	305	175	207	83	770
	Caltrain/ Morgan Hill Pacheco Pass	330	175	175	76	756

SACRAMENTO TO BAKERSFIELD REGION

Table 3.8-A-2
Potential HST Alternative Farmland Impacts, Sacramento to Bakersfield

Segment	Alignment	Prime Farmland (acres)	Unique Farmland (acres)	Statewide Importance (acres)	Local Importance (acres)	Total Farmland (acres)
Sacramento to Stockton	UPRR ¹ Mainline (Including BNSF Stockton loop/bypass)	276	12	236	64	588
	BNSF Mainline (Including UPRR/SP Stockton Station loop/bypass)	232	2	203	23	460
	BNSF Mainline to UPRR Mainline (Including BNSF Stockton loop/bypass)	199	2	209	39	449
	UPRR Mainline to BNSF Mainline (Including UPRR/SP Stockton Station loop/bypass)	309	12	230	48	599
Stockton to Modesto	BNSF Mainline	37	55	28	38	158
	UPRR Mainline	72	0	13	2	87
	UPRR Mainline to Modesto express loop/bypass ²	163	0	13	2	178
Modesto to Merced	BNSF Mainline	211	6	57	80	354
	BNSF Mainline to Atwater Station express loop/bypass	238	6	57	60	361
	BNSF Mainline to Merced loop/bypass	222	14	106	77	419
	BNSF Mainline to Atwater Station express loop/bypass to BNSF Merced loop/bypass	248	14	106	57	425
	UPRR Mainline	132	7	74	6	219
	UPRR Mainline to UPRR Merced Bypass	124	13	127	5	269
	UPRR Mainline to BNSF Merced loop/bypass	127	12	138	5	282
Merced to Fresno	BNSF Mainline	200	144	45	78	467
	UPRR Mainline	80	87	80	33	280
	BNSF Mainline (Including BNSF Fresno loop/bypass)	349	220	108	83	760

Segment	Alignment	Prime Farmland (acres)	Unique Farmland (acres)	Statewide Importance (acres)	Local Importance (acres)	Total Farmland (acres)
	BNSF Mainline to UPRR Mainline (Including Fresno loop/bypass)	260	211	100	85	656
	UPRR Mainline to BNSF Mainline (Including Fresno loop/bypass)	300	140	130	38	608
	UPRR Mainline (Including Fresno loop/bypass)	211	131	122	40	504
Fresno to Tulare	BNSF Mainline (Including Hanford Station loop/bypass)	276	31	53	3	363
	UPRR Mainline	105	2	98	24	229
Tulare to Bakersfield	BNSF Mainline	313	38	343	3	697
	UPRR Mainline	428	3	42	4	477
	UPRR Mainline to Tulare loop/bypass	472	4	41	6	523
	UPRR Mainline to BNSF Mainline	448	3	42	4	497
	UPRR Mainline to Tulare loop/bypass to BNSF Mainline	491	4	41	6	542
	BNSF to UPRR ⁴	346	38	343	3	730
Bakersfield to I-5	Bakersfield Station to I-5 via Union Connector ³	0	0	0	0	0
	Bakersfield Station to I-5 via Wheeler Ridge ³	0	0	0	0	0
	Bakersfield Station to SR-58 Connector ²	27	0	0	0	27
<p>1. The abbreviation UPRR refers to the UPRR corridor in this table and the following tables.</p> <p>2. Although the alignment represents the most potential farmland acreage impacts for the segment, it does not connect to the next successive GPI alignment and would disrupt the SWGPI alignment combination, therefore it is not included in this study region's GPI alignment combination.</p> <p>3. Although the alignment represents the least potential farmland acreage impacts for the segment, it does not connect to the next successive LPI alignment and would disrupt the SWLPI alignment combination, therefore it is not included in this study region's LPI alignment combination.</p> <p>4. In general the GPI follows the BNSF corridor from Fresno to Bakersfield, this small segment is has slightly more potential impact due to the length of the connection over agricultural land.</p>						

BAKERSFIELD TO LOS ANGELES REGION

Table 3.8-A-3
Potential HST Alternative Farmland Impacts, Bakersfield to Los Angeles

Segment	Alignment	Prime Farmland (acres)	Unique Farmland (acres)	Statewide Importance (acres)	Local Importance (acres)	Total Farmland (acres)
Bakersfield to Sylmar	Union Avenue to I-5	19	0	1	0	20
	Wheeler Ridge to I-5	62	0	1	0	63
	SR-58/Soledad Canyon	0	0	0	0	0
Sylmar to Los Angeles	Metrolink/UPRR	0	0	0	0	0
	Combined I-5/UPRR	0	0	0	0	0

LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE REGION

Table 3.8-A-4
Potential HST Alternative Farmland Impacts, Los Angeles to San Diego Inland

Segment	Alignment	Prime Farmland (acres)	Unique Farmland (acres)	Statewide Importance (acres)	Local Importance (acres)	Total Farmland (acres)
Los Angeles to March Air Force Base	UPRR Colton Line	7	0	0	4	11
	UPRR Riverside–UPRR Colton Line	7	0	0	4	11
	UPRR Colton Line to San Bernardino	8	0	1	3	12
March Air Force Base to Mira Mesa	San Jacinto to I-15	0	0	0	13	13
Mira Mesa to San Diego	I-15 to Coast via Miramar Road	0	0	0	0	0
	I-15 to Coast via Carroll Canyon	0	0	0	0	0
	I-15 to Qualcomm Stadium	0	0	0	0	0

LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY (LOSSAN) REGION

There are no farmland impacts associated with the High-Speed Train Alternative in this region.